

Horn toots for rail station

By Richard Brady

LOGAN (AP) — A ramshackle old railroad depot has found a lot of friends since word got out that Union Pacific might tear it down.

A preservation petition circulating in Logan has gathered more than 850 signatures.

Object of the controversy is the Cache Junction, which sits on an isolated stretch of Union Pacific Railroad tracks about 13 miles north of Logan.

Union Pacific says it may tear the depot down to make way for a more efficient facility. History buffs and sentimentalists say it should be saved because it is a symbol of what they described as the only true railroad town left in Utah.

The issue is expected to come up at the Governor's Committee on Cultural and Historical Sites meeting in March.

The depot was built in 1890.

Richard Ponting, a Utah State University student who started the petition drive, said the petition has signatures of university students and Logan residents requesting "the preservation, restoration and future use of the junction."

"There are not too many train depots left like the one at Cache Junction," Ponting said. "If you take this one down, you take with it a little more of our heritage. And if you take them all down, we will have lost our heritage."

Union Pacific is waiting until it can meet with members of the Utah Historical Society before deciding the depot's fate, said the company's assistant director of public relations, Wes Soulier.

He said if the junction is made a state historical site, Union Pacific would consider saving the buildings.

Soulier said buildings at the junction are old and outdated.

"There is a lot of space that is not usable in them," he said. "It would be to our advantage to put another building in there that is more practical."

The depot is a junction for the Cache Valley branch of U.P., with traffic from the branch being put on to different trains there, he said.

"So far as the restaurant is concerned, we have reached no conclusion. It will probably stay, but we don't know about the depot," Soulier said.

Ponting said the purpose of the petition is to make the issue as public as possible.

"We want to make it worth the while of Union Pacific to leave the depot up," he said.

Becky Gillette, a USU student from Paul, Idaho, signed the petition because "there aren't many of these kinds of places left."

"The Cache Junction has lots of atmosphere. It is a way of life that is disappearing," she said.

Another USU student, Doug McCullough of Salt Lake City, said he signed because the depot is "sort of an old traditional landmark."

Six weathered white wooden buildings are still used at the junction, said agent W. H. Fleming. Buildings in use include a restaurant called The Beanery.

These, along with about 10 cabins where train and fixing crews used to stay and five or six other assorted buildings, make up Cache Junction, Fleming said.

"Along with the depot and The Beanery, there is a carpenter shop, the old B&B headquarters that is now used for storage, an icehouse, a scale house and the water tower," he said.



Residents hope to preserve old U.P. depot.

The depot's five employees just handle carload freight now, but it used to be a passenger stop, too, in the days when passenger trains ran along the U.P.'s Cache Valley Branch and dropped off passengers bound for the mainline

See FRIENDS on Page B-12

Friends of railroad

Continued from Page B-1
runs out March 31, he said.
U.P. wants to draw up a new lease and have him stay and take care of the grounds, Richardson said.

In those days, the junction had an agent, three operators, a crew boss and train and fixing crews, he said.

"Now we just have cars come off the branch and go off to the mainline trains and vice versa," Fleming said. The depot is functioning 24 hours a day.

Gerald Richardson, operator of The Beanery, said railroad people make up only about 10 percent of his business.

"We get about 250 people a day from all over the state in here," he said.

Richardson and his family have operated The Beanery for the past 40 years. His lease on the cafe said.

Richardson said he has several thousands of dollars worth of equipment in the cafe now.
A. J. Simmonds, a director of the Cache Valley Historical Society, said the junction represents the last remaining depot of its kind in Utah.
"It's the oldest structure in the valley and it represents the last true railroad town in Utah," he said.



One artifact that won't fit in a glass case is this 1910 locomotive donated by Arco.

Tooele preservationists pick up pieces, even some chunks

TOOELE COUNTY — Small private collections of native American and frontier-era artifacts are scattered throughout the county.

Most are being kept in spare rooms of homes; some are in vacated animal sheds; others, like a 1910 locomotive, rest on abandoned rails at the end of the line. All represent important bits of Tooele County heritage and history that have become the concern of the newly formed Tooele City and County Museum Board.

The board recently held its first public business meeting to organize efforts to establish a county museum and park area on property donated to the city by the Atlantic Richfield Co. The property was part of abandonment proceedings initiated by the company to divest itself of the Tooele Valley Railway.

On the property is a vintage railroad depot built early in this century by the

railway company, which (until recently) operated a local rail line from a nearby mining and smelting operation through Tooele City to the Warner Valley transcontinental rail connection. The depot will provide the housing for many of the collections the board hopes to acquire for display.

The principal focus of the board's preservation efforts will be the collecting of a variety of railroad, mining and smelting machinery, equipment and memorabilia. These activities early in the county's settlement history contributed to the area's ethnic composition and economic vitality.

Claude Atkin, a retired employee of the original International Smelting and Refining Co. was the initiator of the depot acquisition and museum proposal, and he is serving as the board's temporary chairman during the organization period.

"There's much work ahead, but our

hearts are with this project," says Atkin. "The cataloging alone for the materials already donated by railway and former smelter officials is going to require a tremendous donation of time and effort on the part of our museum committee. And we have an immediate responsibility to acquire protection for the vintage locomotive, cabooses and train cars that were recently located on the tracks next to the depot."

Board members participating to make the museum a historical reality are Norma Glead, Maxine Grimm, Peter Kearns, Tony Kruetz, Donald Lee, Orrin Miller, Carolyn Palmer, John Skinner and Sandra Vernon. Honorary members are Larry Deppe, Willis Smith and Wilbur Smith.

Tooele City Mayor Oren Probert, who has been a promoter and coordinator of the project, is the board's chief executive.